

Today's
Advertisements.

FAREWELL PERFORMANCE
OF
Mrs. JANET WALDORF
AT
THEATRE ROYAL

THURSDAY, the 28th September, 1899,
in

"INGOMAR,"
Assisted by the
A. D. C.,
and
NORVAL MCGREGOR

JANET WALDORF
as
"PARTHENIA,"
NORVAL MCGREGOR
as
INGOMAR
and
FULL CAST OF CHARACTERS.

PRICES \$3, \$2 & \$1

Soldiers and Sailors in Uniform, 50 cents.
Seats on sale at ROBINSON'S PIANO Co.
Hongkong, 20th September, 1899. [11972]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY
SIXTH ORDINARY YEARLY
MEETING of the Society will be held at its
HEAD OFFICE, No. 1, Queen's Buildings, Praya
Reclamation, Hongkong, on THURSDAY,
the 12th October, 1899, at NOON, for the pur-
pose of receiving the Report of the Directors
together with Statements of Accounts for the
year 1898 and for the Half Year ending the
30th June, 1899, and of declaring Dividends.
The TRANSFER BOOKS of the Society
will be CLOSED from the 2nd to the 12th
October, both days inclusive.
By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 20th September, 1899. [11972]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR WEIHAUW, TIENTSIN AND
NEWCHANG.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as
above TO-MORROW, the 21st instant.
For Freight or Passage, apply to
HUTTENFELD & SWIRE,
Agents.
Hongkong, 20th September, 1899. [11351]

FOR PHILADELPHIA AND NEW YORK.
THE 3/3 A.L. American Ship.

"ST. MARK,"
Dudley, Master, shortly expected from MANILA
will load here for the above Ports and will have
quick despatch.
For Freight, apply to
ARNOLD, KARBURG & CO.,
Hongkong, 20th September, 1899. [11981]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.

ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND. White
Capsule \$10.80

B.—WATSON'S GLENORCHY
MELLOW BLEND. Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABERLOUR
GLENLIVET, Red Cap-
sule, with name and
Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vi-
-o-Jet Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Fodu
Whiskies, of greater age than most
brands in the market.

ABERLOUR-GLENLIVET is a very old
Fodu Whisky, (smoky) and could not
now be replaced in stock at the price.

D is well known for its fine
flavour.

E is of superb quality and pro-
nounced by leading local connois-
seurs to be the best brand in the
Hongkong market.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 26, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, September 18th.

The reply of the Transvaal to Mr. Chamberlain's last despatch alleges, that its proposals for a five year franchise, a quarter representation on the Volksraad, and for no further British interference (which proposals have been since abandoned) were the result of suggestions from Mr. Conyngham Greene, H. M. Agent at Pretoria, which suggestions were acted upon in good faith. It had not been intended to needlessly raise the question of Sovereignty but the sole desire was, with the aid of Mr. Conyngham Greene to terminate the strained situation. The Transvaal adheres to the joint commission but does not propose to introduce both languages into the Volksraad because it is not desirable. The Government is not unwilling to enter the proposed conference but the difficulty is owing to their acceptance being made dependent on precedent conditions which they cannot submit to the Volksraad. The Transvaal will gladly accept arbitration as it is firmly resolved to adhere to the Convention of 1884, and it hopes Great Britain will adhere to the original proposal for a joint commission. The newspapers are unanimous for a reply in the negative and for shutting the door to further negotiations.

(From Japanese Papers.)

The Yokohama Murder Case.

TOKYO, September 7th.

The hearing of the appeal of Robert Miller against the decision of the Yokohama Chihō Sabansho is put down for the 19 inst. in the Tokyo Appeal Court.

A Murderer Wanted.

TOKYO, September 7th.

The U.S. Minister presented yesterday to the authorities a letter from the Governor of the State of Georgia asking that search should be made for Dr. J. G. Hopkins, who murdered on the 1st November last a man named R. R. Evans in Thomas County, Georgia, and absconded. A reward of \$1,500 is offered for his arrest.

N.Y.K. Steamers to Call at
Manila.

TOKYO, September 7th.

It was arranged that the steamers on the European line of the Nippon Yusen Kaisha would call at Manila from July last. But as the quarantine regulations were being put in force at the time, the steamers were calling there on the homeward voyages only. It has been arranged that the *Yokohama*, which will leave Yokohama next month, shall call on both trips, and application has been made to the Communications Department accordingly.

The Recent Typhoon.

TAKAMATSU, September 7th.

Heavy rain has been falling since day light this morning and the people in the district devastated by the recent typhoon, who are residing in damaged houses, are seriously inconvenienced. Five bodies have drifted up on the coast of Miyota district since last days.

The Situation in Europe.

TOKYO, September 9th.

The following telegram has been received by the Yokohama Specie Bank from its London branch:

Everything points to the immediate outbreak of hostilities between Great Britain and the Transvaal.

The rate of insurance of goods sent to the Transvaal and South Africa has risen 30 per cent. In view of the fact, however, that the Liberal party are in favour of a policy of peace and also that the capital of other countries is invested in the Transvaal, it is thought that war may be averted. There is no prospect, however, of the rate of interest falling in London for the present.

It is reported that as France is extremely agitated politically, on account of the Dreyfus case, it is questionable whether the Paris Exhibition will be held as proposed.

The Recent Storm.

GIFFU, September 10th.

The districts flooded are Imaba, Hujima, Fuwa, Ibi, Motou, Yoro and Apachi. Thirty houses have been totally submerged and 2,000 others have been flooded above the floor. The sufferers to the number of 2,500 are receiving relief.

The railway traffic between Tarui and Ogaki was resumed at 10 a.m. today. The water on the line between Gifu and Ogaki has not yet subsided and traffic is still interrupted.

KANAZAWA, September 10th.

In consequence of the floods, railway traffic between Takaoka and Toyama and Daijō and Fukui is interrupted. In the town of Kanazawa 1,500 houses have been flooded and the whole of the town of Daijō has been flooded.

Railways in Korea.

SEOUL, September 8th.

The Korean Government has formally declined the applications of the German Consul for the privilege of constructing railways between Chinnampo, Pingyang and Gensan, and also for advancing the funds for constructing the railway from Seoul to Gensan.

Progressists and the Amoy
Disturbance.

TOKYO, September 11th.

Messrs. Oishi and Ohigashi, the Progressist leaders, consider the demands of the Foreign Office for the dismissal of the Tantai, an indemnity for the injured persons and the issue of a warning proclamation to the Chinese people, as not sufficient, and urge that at least a concession for the right of working mines should also be demanded.

It is reported that the Tantai of Amoy has always acted improperly, not only towards the Japanese but to all foreigners generally, and he is unpopular with the foreign residents. The Japanese residents at Amoy desire that a peremptory demand should be made by the Japanese Government for the punishment of the Tantai.

Commercial Treaty Between
China and Korea.

SEOUL, September 11th.

The negotiations on the Treaty of Commerce between China and Korea have been concluded, and the Treaty is to be signed this afternoon.

Prince Henry Leaves Japan.

HAKODATE, September 10th.

Prince Henry of Prussia left here for Kio-chau yesterday.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:

On the 20th at 11.40 a.m. The barometer has risen on the E. coast of China, fallen on the S. coast and over the Philippines. The depression, lying to the W. of the Loochoos yesterday, has probably moved N.E. towards Japan. A new typhoon, which will probably move towards W.N.W., has formed near the N.E. coast of Luzon. Gradients increasing for N. and N.E. winds in S. China and in the N. part of the China Sea. FORECAST:—N. winds, increasing; fair.

The following telegrams have been courteously forwarded to us by U. S. Consul-General R. Wildman:

WARNING FROM MANILA.

MANILA OBSERVATORY.

September 19th, 4 p.m.

Typhoon in the Pacific that was announced on 17th moved Northward slowly, now probably recurring East of North Luzon.

September 20th, 8 a.m.

Typhoon in Pacific actually N.E. Manila near 18th parallel seems to incline Westward.

LOCAL AND GENERAL.

A FEW nice birds have made their appearance in the market, but so far they do not seem to be in very good condition.

CHU CHAK SANG was convicted on two counts of embezzlement, one of \$27.64 and the other of \$12.20, from his master Chau Chiu Nam, he was sentenced to two months on each count, to run consecutively.

SAYS the *Malay Mail*:—Quite a number of people remarked on the improvement in the playing of the Band since the present Bandmaster (Sergeant George, late C. O. R.) took up his appointment.

CHEUNG KWAI, master of a junk, Li Yung, Cheung Sau and Wong Sui, were sentenced to two months' hard labour for having 96 rifles in their possession without a licence or permit. The arms were forfeited.

THAT the kite-flying season has commenced is evidenced by the number of derelicts to be seen upon the telephone and telegraph wires in the town. How is it that kite-flying within the City limits is not prohibited and prohibition strictly enforced?

WONG FUK, this morning at the Magistracy was sentenced to three months' hard labour for stealing a cage and a bucket valued \$1.40, the property of Sgt.-Major C. A. Wilson, "E" Block, Victoria Barracks. Prisoner admitted two previous convictions.

CAPTAIN Taylor, the well-known Holo stevedore, dropped into the office this morning to tell us that he is once more returning to the land of civilization and refinement as he dubs his tropical home amongst the fleet-footed *volantes* who gave the Tennessee boys such a hot chase after the bombardment of the town.

WE note that a ticket collector has been placed by the newly-established tram-stiles on the Ferry Wharf at Kowloon. This, as we stated before, is what is wanted if an efficient check is to be kept upon the coolie traffic. Without this method of collecting fares the establishment of the turn-stiles would have been nothing more than a waste of money.

HONGKONG CRICKET CLUB.

The annual general meeting of the members of the Hongkong Cricket Club was held last evening at the Pavilion. The Hon A. G. Wise (President) took the chair. The following gentlemen among many others were also present: Dr. Atkinson, Messrs G.D. Campbell, F. Maitland, and E. A. Ram (committee) Dr. Lowson, (hon. secretary) and Mr. A. Donald (hon. treasurer).

The Secretary read the notice convening the meeting and the minutes of the last meeting were passed.

The annual report and statement of accounts which were as follows were then read:

The accounts (attached) show a balance at the credit of the Club of \$4,092.70. The batting average for 1898-9 was won by Lieut. G. D. Campbell with 45.4; this is the second year in succession this gentleman has headed the batting averages and a similar honour falls to Rev. G. R. Vallings in the bowling line—his average this year being 87 wickets for 14.5 runs each. After a most exciting game, our team who played Shanghai at the Shanghai Cricket Club ground, were successful in winning the match by 28 runs. The committee take this opportunity of thanking the Shanghai community for their unbounded hospitality to the Hongkong team. The Lawn Tennis Championship was won by Mr. H. Pinckney; the "A" Class Single handicap by Capt. H. S. Langhorne; the "B" Class by Mr. A. Humphreys; the Double Handicap by Major W. W. Griffin and Viscount Sutherland; the Professional and Commercial Pairs by Dr. Atkinson and Mr. T. S. Searle; the Veterans' Handicap by Major W. W. Griffin. The Racquet Championship was won by Mr. H. R. H. Hancock, Capt. Simonds, R.A., being runner-up. Mr. Hancock also won the handicap prize. The club played 13 cricket matches of which 9 were won, 3 lost and 1 drawn. The following individual scores of over 100 were made during the season: Lieut. G. D. Campbell 114 and 104 (not out); Mr. H. R. H. Hancock 119; Lieut. Powlett, R.N.; Mr. A. S. S. Anton 112 (not out); and Capt. Langhorne 110 (not out). The ground is at present in capital condition and it is hoped will be opened as usual about the 1st October. The thanks of the Club are due to the officers of the Regiments, and Her Majesty's Ships who have so kindly put their hands at our disposal.

The Chairman said there was little to say as regards the report and the accounts but he would like to refer to the item of wages \$749.89, which was an increase on last year. Wages had risen during the last six or seven years. They had not raised their coats' wages but they had been obliged to give them something. It was only a matter of \$100. On the other side

they would notice that the receipts from the racquet courts had increased, namely to \$2,004.61. Since the Club had taken over the racquet courts the receipts from them had increased, but they would also notice that sums of \$1,943.38 and \$218.50 had been spent on them besides a portion of the increase of wages had to be ascribed to them. Although they had \$4,092.70 to their credit at the bank, they had no money to spare, as shortly they would require a new pavilion. He could not say, at present, how much that would cost, but certainly more than the \$4,000 they had in hand. The present pavilion was found to be much too small and cost between \$400 and \$500 for patching, and any committee would think it preferable to build a new one even if they had to borrow money for it. He would therefore point out that the members must not look upon the \$4,000 as an asset and the Committee, which they elected, would have to work on very economical lines. Referring to laying a water pipe to the racquet court, as they would have to go some distance, the expense would be large. There was a private water pipe laid on to the Headquarters House, and perhaps with a little fact the Committee might obtain permission to use this pipe, but this question was quite a matter for future consideration.

No questions being asked, the Chairman proposed and Mr. Ward seconded the adoption of the report and accounts. Carried.

Mr. V. A. Cresswell Hawkins said there was no one in the Colony who took a greater interest in cricket or in that cricket club than His Honour Mr. Justice Wise, and he had very great pleasure in proposing his re-election as President. (Applause.)

Mr. E. W. Mitchell seconded, and the motion was carried.

The President, in proposing the re-election of Dr. Lowson as secretary, said it was a difficult thing to get a man to act as secretary. There was a lot of work to be done, and he thought they would all admit that Dr. Lowson was an enthusiastic cricketer.

This was seconded, but Dr. Deacon suggesting they should elect by ballot, as provided for in the rules, this course was adopted, though the President remarked it had not previously been customary to elect the three executive officers by ballot.

The election resulted as follows:—Dr. Lowson, secretary; Mr. A. Donald, treasurer; Messrs. C. C. Ingham, F. Maitland, G. D. Campbell, Langhorne, P. A. Cox, and A. H. Skelton, committee. Mr. E. A. Ram asked the members not to re-elect him on the committee.

The Chairman spoke of the low ebb that cricket had fallen to in the Colony, the cause of which he ascribed to the mails leaving on Saturdays as it prevented members from playing on Friday afternoon and also interfered with Saturday. They had tried playing on Saturday and Monday but Sunday intervening had spoilt the interest in the game besides many members could not play on Mondays. He asked them to offer suggestions for a remedy as he believed two or three gentlemen present were ready to offer some proposals, to the committee, with the object of benefiting cricket generally. He was prepared to receive them. Mr. Ward proposed that the cricket matches should be left to the Secretary assisted by a small committee of two or three active players of the game. There was a difficulty in arranging Naval matches for the season but they might be arranged a month beforehand, so that men might hold themselves in reserve and so put their strongest teams in the field. Matches might also be arranged for men who were not in the first 25. He saw no reason why they should not have matches against Eleven who had their ground at the Happy Valley. Big matches, he thought, might be played on alternate Saturdays, and many members were unable to attend on consecutive Saturdays. Dr. Lowson supported the suggestion.

Mr. Ram said they appeared to be under the misapprehension that many members did not have the chance of playing. The fact was they had to go round on Friday and beg the members to play.

Mr. Ward said the idea was to give non-regular players a chance.

Dr. Lowson spoke of the difficulty it was to get men to play, he had undertaken the duties of secretary to try and get the men to play; he had not been very fortunate.

The Rev. G. R. Vallings said it was not a part of the Secretary's duties to impress men to play; it would be far better if this was entrusted to a small sub-committee, who could find out new men and arrange matches. He strongly advocated the formation of a "A" team to play sometimes at Happy Valley and on their own ground. In that way no man would have any justice in his grumbling.

Dr. Lowson suggested Mr. Vallings, Captain Langhorne, and Mr. Ward as a sub-committee.

The Chairman said that the proposal was one which the new committee would not doubt consider.

Mr. Ram considered that one cause of the low ebb of the interest in cricket was playing with boundaries which curtailed the amount of running, he gave as an example one match in which 20 runs were scored without either batsman leaving his crease.

The Chairman said that both spectators and players should be taken into consideration but he thought the matter might be left to the two Captains to decide.

After a hearty vote of thanks to President, Secretary, Treasurer and Committee for their services during the past year, had been accorded, the proceedings terminated.

CONCERT AT KOWLOON
INSTITUTE.

A very pleasant concert was given last night, before probably the largest audience ever seen at the Soldiers and Sailors' Institute, Kowloon, by Mr. Blayney, assisted by the numerous friends he made during his lengthy stay in this Colony. As usual in Mr. Blayney's musical concerts, most of the tunes were instrumental, given by an orchestra composed of violins, clarinet, cornet, cello and double bass the different items being "Marche aux Flambeaux," "The Stately Dance," Largo (in G), Tchaikovsky, Haydn's Toy Symphony, and National Melodies arranged by Mr. Blayney himself, and under his own conductorship, introducing English, Scotch, Irish, Welsh and American airs. Mr. Stringer, who has a fine soprano voice, was in excellent form and his songs, "The Silver Rhine" and "Zanée" met with a vociferous applause. Mr. Townley, late of the R.A. band, gave as a cornet solo "The Song that reached my Heart" in a very fine style and was loudly applauded. The humorous items were given by Mr. Viggers, who is known among his chums as "Little Tich," his songs being "When I go off to sleep" and "In the Sun." We cannot close our account without making special mention of the Toy Symphony which has entitled a vast amount of rehearsing and was exceptionally well given, the different toys blending most harmoniously. Mrs. Johnson and Mr. Farr kindly gave their services as accompanists in their usual efficient manner. On account of having to distribute the seamen to their different ships the entertainment was unfortunately obliged to be closed by 10 p.m. necessitating the omission of many good items from the well-filled programme.

THE DISTURBANCE AT
MIRS BAY.

The further hearing of the charge against Pung Sik Min for assaulting Li Wa Cheung on the 4th instant, and against Pung Kwan and others for causing a disturbance at Sha U Chung in the waters of Mirs Bay on the 7th instant, was gone into this afternoon at the Magistracy. Mr. O. Thomson, of Messrs. Deacon and Hastings, appeared for the prosecution and Mr. Grist for the defence.

Li Wa Cheung said he was a ticket collector on the *Nam Chow*, steam launch, running between Hongkong and Sha U Chung daily. On the 4th instant he was on the launch, and on arrival at Sha U Chung he went on shore, and called out to the men to come on board his steamer. Four men came forward and went on board his small boat, to go on board the launch. He remained standing on the shore, and saw the defendant on board the *Nam Chow*, with a gun (rifle) in his hand. Defendant called out "You men, do not go on board the *Nam Chow* otherwise I will kill you by firing my rifle." The four men went on board the *Nam Chow*, Defendant fired one shot before and one after the men had got on board. Witness stopped on shore and told the men to go on board his launch. Two men were standing near witness on the shore. Defendant called out to the two men not to allow witness to call out to the men, and told them to beat him to death. Then one of them hit witness with a hard-wood pole on the head, while the other man, with the butt of a rifle, hit him on the left leg. He knew defendant, he is the manager of the *Kam Sang* launch.

By Mr. Grist. He was a fore-collector of the *Nam Chow* launch. He was not an owner. He was only been running on board the *Nam Chow* for about ten days up to the time he was assaulted, that is ever since the launch started to run.

Previous to the launch running the syndicate of which defendant is master has been running launches to Sha U Chung. There is a place at Sha U Chung where everybody lands. There is a tax levied by the villagers, on all who land at this pier. He did not know how many villages this money is distributed to. He belonged to one of the villages that receive a share of the money. The money is received by the common council of eighteen villages. He did not know if his launch pays this tax. He had not been asked for it. Wong Chuk Ping, the manager of the launch arranges those things. He was not manager before Wong Chuk Ping. He did not know whether defendant's launch pays this tax. He would not swear that the cause of the trouble was his launch not paying this tax. The cause was that defendant wanted to keep the business for himself and keep all others out. He used to have a wooden boat running to Mirs Bay before the British took it over. He used to pay 20 cash tax for each passenger on board his junk. He did not do the business now, the steam launch should pay. The money should be paid by the manager, it was no business of his.

Li Kun San, ticket collector on the *Nam Chow* launch remembered having gone to Sha U Chung. The *Nam Chow* launch was a short distance away. The passengers went ashore. Wa Chung went with them. Witness remained on board. Four passengers came on board from the shore. The witness then corroborated the previous witness as regards the shots fired. He saw Li Wa Cheung when he came on board again, he was wounded on the head, there were more than 10 men on the shore at the time.

By Mr. Grist.—There were more than ten men on shore near the last witness, and there were more than a hundred armed men on the hillside. They were all saying that the passengers shouldn't go on board the *Nam Chow*. He did not know why they should have acted in such a manner. He did not hear anything about payment of tax for landing passengers all he knew was that they were very angry. He was about 4 or 5 cheungs away when the shots were fired. He saw defendant standing near the stern of his boat holding a rifle pointed at Li Wa Cheung. From the first shot he saw the bullet go into the water near the bow of the small boat, the second one went near the bow of the *Nam Chow* launch. The launches were about 4 or 5 cheungs away. He did not see any shots fired from the shore. There is always a row made by the villagers when his launch goes to Sha U Chung. Defendant was summoned because he was seen on the launch and fired the shots.

This was the case for the prosecution.

Mr. Grist asked for an adjournment to enable the defence to bring the No. 1 man from the *Kam Sang* to give evidence. The case had been on for hearing three times but had been adjourned each time at the request of the prosecution. He could prove that no shots had been fired from his boat and that the whole trouble was caused through the *Nam Chow* launch. He was not able to get at the villagers they had summoned the opposition boat.

Mr. Thomson objected to a further adjournment as the defence had had plenty of time to bring forward their witnesses.

His Worship said he did not think, he could again adjourn and was willing to hear the evidence for the defence if they were present.

Li Cheung, a boatman said he was in Mirs Bay on the 4th instant. There was considerable disturbance that day between the two launches and the villagers. The trouble was caused by the *Nam Chow* not paying the tax for landing passengers. There has never been any fight between the *Kam Sang* and *Nam Chow*. There were no shots fired from the *Kam Sang*. There were no fire arms carried on board. There were some shots fired from the shore.

By Mr. Thomson.—I am a boatman at a village on Mirs Bay. I was at Sha U Chung before the steam launches came in. The people at the villages had told him about the case, coming off here. They had told him some people off the *Kam Sang* were arrested by the police and said will you go and explain it to the Magistrate. I am a boatman, I am one of the men of the 18 villages the people had asked the owners of the *Nam Chow* to pay the landing taxes, but he said he had no money to pay. I remember the *Kuang Hung* launch; they paid the taxes, there had been no trouble with them.

Lai He, a boatman, said he was in Mirs Bay on the 4th inst. he saw the two launches; they had a fight together. The owner of the 18 villages had asked the *Nam Chow* to pay the taxes, they refused so are not allowed to carry passengers. The *Kam Sang* does pay. On the 4th inst. there was no shot fired from the launch. The men from the launch did not fight, the men from the shore fired the shots but did not actually fight the *Nam Chow*.

By Mr. Grist.—He was on board his boat which was on the outside of the launch from the shore. He heard the gun fired from the land. Mr. Grist said that was all the evidence he had, and requested His Worship to adjourn the case. The trouble was caused by the refusal of the *Nam Chow* to pay the landing tax and this had caused trouble with the villagers. The *Nam Chow* owners could not proceed against the villagers and had summoned the opposition boat. There was absolutely no case against the defendant. The onus of the proof lay on the prosecution side which they had not sustained.

They had brought two witnesses against two for the defence. He would therefore ask His Worship to dismiss the case.

His Worship said, he would reserve his decision until he had heard the other case against Pung Kwan and others.

The other case was then called (proceeding).

LEGAL INTELLIGENCE.

reason more people have not been prosecuted is the difficulty of bringing home the guilt to the real offenders. Plausible excuses are always forthcoming. I was told in this case by your counsel that you were absent from your shop and were at Canton when these frauds were perpetrated and you state that what your counsel says is true. Such defence was not put forward or proved at the Police Court and no less than 185 tons of Farm Brand milk, with false Eagle Brand labels on, were found at your establishment at 255, Queens Road, as well as 12 dozen more in a store room at the back. The case of Copen v. More, Law Reports (1898), 2 Queen's Bench Division, page 300, is instructive and shows that the master of the establishment even if not present can be held criminally responsible for trade mark frauds committed by assistants in his absence. But, in this case, I by no means believe you knew nothing about these frauds by which your pocket would be gained, no, I satisfied as to the truth of your account of the transaction. Your Counsel has elected not to call the accountant to prove it as in doing so, the accountant would doubtless criminate himself. The sentence is that you be imprisoned for six months with hard labour and pay the costs of this prosecution.

The order under the Merchandise Marks Ordinance, 1890, that "all chattels, articles, instruments, or things, by means of or in relation to which the offence has been committed be forfeited to Her Majesty and that all the forged labels be destroyed."

THE PLAGUE.

Cases reported to 19th instant 1,457
Do. do. during past 24 hours 2
Total..... 1,459
Deaths reported to 19th instant 1,400
Do. do. during past 24 hours 2
Total..... 1,402

CHINESE AND FRENCH MINING COMPANIES IN SZECHUEN.

MINING REGULATIONS.
According to the *Universal Gazette* a purely Chinese Company and a Franco-Chinese Company have been formed by the Bureau for Mining Affairs in Szechuen for the working of mines in that province.
The following regulations have been framed and passed by the Tsungli Yamen:
1.—That the Central Bureau of Mining Affairs will form a joint stock Chinese Company to be called the Pao Fu Co., and another company to be called Fu An Co., formed with Chinese and French capital which will be 10,000,000 for working coal and other mineral produce. Fifty per cent. of Chinese capital will be obtained to which will be added another fifty per cent. of foreign shares. The Fu An Co. will be placed under the charge of a Chinese and European Director. The former to have special charge of affairs and questions with the local people; officials, the latter of the working and operations, all accounts will be examined and scrutinized by both of them.
At every mine, a Chinese official will be appointed to supervise the rent and taxes. All the salaries are to be paid by the Fu An Co. monthly.

2.—The district which the Co.'s may explore are Kuan Hsien, Chienwei, Weiyan, Chichang, Hsichow, and Chungking with the exception of Tang Chiao in the last named district. When any mine is decided on, the ground will be selected and handed to the Fu An Co., the former shall not mark any land on their own authority. So much land as is sufficient for the sinking of shafts and the erection of necessary sheds will only be allowed and space shall not be taken up at random. All coal and iron besides payment of export duties when passed through the foreign Customs will be subjected when taken out to a 5 per cent. duty as duty of exit from shaft.
The Fu An Co. will raise a capital of 10,000,000 for Chinese or foreign merchants purchasing land for mining purposes. All ground worked by the Fu An Co., will be purchased by the Pao Fu Co. irrespective of value and leased to the Fu An Co. for a specified period after which it will revert to the Pao Fu Co. All iron and coal produced besides the duty for exit from shaft will be charged another 50 per cent. to the Pao Fu Co. as ground rent.

4.—After the working of the Fu An Co. all annual profits realised deducting all expenses and dividend of 60 per cent. for the shares will be divided in ten parts, one of which will be applied to repayment of the capital; the remaining nine parts will be divided into ten parts, three of which will go to the Government as a royalty, the rest to be divided among the shareholders. After the capital on all shares has been paid off the net profits after paying dividends will be divided into two parts, one to the Government and the other to the company.

5.—Should it happen that natives are working mines on lands on which the Fu An Co. desire also to work, arrangements will be made by the Pao Fu Co. with the native prospectors to buy over their property or to amalgamate with them. If they may not do this, it should be impossible to do so. The Fu An Co. will abandon such land and not attempt to gain its end by influence or force, to preserve harmony with the people. The local officials will punish all guilty of clandestinely working ground that have been appropriated and marked off by the Fu An Co.

6.—All land required by the Fu An Co. for the erection of buildings or making roads and bridges shall be purchased by the Fu An Co. at their own expense and the local officials will endeavor to assist them and prevent the people from interference or demanding exorbitant prices. All graves, temples, or fields of such ground will be purchased by the Fu An Co. with the consent of the owners who shall be persuaded not to raise objections on the plea of feng shui. In cases of unwillingness to surrender attempts should be made to win over and they should not be destroyed against the owner's will in accord with promise made in the memorial to the Government. All deaths or injuries to hands employed by the Fu An Co. will be compensated by them.

7.—It behoves the local officials to protect the mining interests but should cases happen where military force is necessitated the authorities will raise local militia on behalf and at the expense of the Fu An Co.
8.—Should losses be sustained by one mine worked by Fu An Co., they cannot be made up by the profits realised by another mine, so as to diminish the collections of the Government. At the end of every year all profit and loss accounts should be rendered which will be submitted to the Bureau for Mining Affairs, after being passed and signed by the Directors. These will then be submitted to the viceroys who will communicate them to the Chinese Emperor for Mining Affairs at Peking. All losses will not concern the Chinese Government or the Pao Fu Co.
The limit of working all mines by the Fu An Co. is 50 years, after which all plants and property will be sold to the Pao Fu Co.

9.—The existing and general regulations issued by the Chief Bureau for Mining Affairs and the Central Bureau in Szechuen governing Chinese and foreign joint enterprises shall be conformed with by the Fu An Co. The above

articles have been duly agreed upon and done in eight copies signed by the Directors of the Pao Fu Co. and the Directors of the Fu An Co., and sealed by the Central Bureau for Mining Affairs in Szechuen. One copy is submitted to the Chief Bureau for Mining Affairs in Peking, one to the Tsungli Yamen one to the Board of Revenue, one to the Viceroy's Yamen in Szechuen and one to the Provincial Treasurer for record; of the remaining three one is held by the Bureau of Mining Affairs in Szechuen, one by the Pao Fu Co. and one by the Fu An Co. Should errors exist in the translation the Chinese is to be taken as exact and original. This agreement is only valid for a term of six months from date.—*Mercury*.

THE "MORGAN CITY."

THE RAISING OF THE VESSEL.
Kobe, September 19th.
The Mitsui Bishi Co., we hear, have obtained the contract to raise the *Morgan City*. Yesterday the Captain of the *Morgan City*, accompanied by a representative of Messrs. Brown & Co. at Nagasaki arrived in Kobe and had an interview with Mr. Sim, who afterwards left for the scene of the wreck in the *Glengyle*. We understand that both the *Glengyle* and the *Suenfak* are in proceed to Onomichi.

It appears that it is the *Takagami-maru* and not the *Takayama-maru*, as previously reported, which was to proceed to the scene of the disaster to remove the troops to Nagasaki. We learned that the troops left Imoshima at 5 o'clock yesterday morning on the *Takagami-maru* for Nagasaki. The ship's officers and crew, 62 in number, are still encamped on the beach.

The *Nagasaki Press* says that the U.S. authorities at Manila have decided to send the *Ohio* to carry the men to Manila, and she may be expected to arrive in a few days. The troops during their stay at Nagasaki will be housed and fed by Messrs. R. H. Powers & Co. A small coasting steamer was sent by the latter firm on to Onomichi, carrying stores and provisions for the men.

The monitory of the C. P. S. S. *Empress of India's* journey from Hongkong, says the *Japan Herald*, was agreeably disturbed on the afternoon of the 5th instant during her passage through the Inland Sea, when off the vicinity of Onomichi, where the soldiers and seamen from the sunken American steamer, *Morgan City*, are now encamped. On sighting the *Empress*, some of the American officers and men put off in a boat to her, whereupon she at once stopped and awaited their arrival. The Americans, it seemed, were in need of more provisions, and a ready response was immediately forthcoming from the passengers and crew of the *Empress* without exception. A large quantity of provisions was contributed, in addition to which the passengers clambered together and bought nearly the whole of the available stock of cigars for the shipwrecked soldiers, while the crew themselves cheerfully surrendered their own personal allowance of tobacco. When the boat cast off again, her American crew raised three hearty cheers for their benefactors, who in their turn as enthusiastically responded.—*Chronicle*.

THE "AMERICA-MARU."

The *Japan Herald* learns that the delay in the departure of the T.K.K. S.S. *America-maru* was due to the coal in the bunkers catching fire in consequence of the excessive heat of the plates dividing the bunkers from the engine-room. The coal, which is still smouldering, is now being removed and fresh coal substituted.

JAPAN'S FOREIGN LOAN.

Mr. Hayakawa, a Secretary in the Finance Department, who went to London in connection with the affairs relating to the loan recently floated by the Japanese Government, returned on the 4th inst. from his mission. According to the *Kobe Shimbun*, Mr. Hayakawa, speaking of the result of his mission to a friend, said that very few Englishmen knew anything about the financial situation of Japan. Moreover, the erroneous statements which were published in the Japanese press about Japan's finances were reproduced in the foreign journals. Altogether, Mr. Hayakawa thought that English capitalists had been misled with regard to the financial situation, and in consequence the negotiation for the loan had been rendered extremely difficult. He thought, however, that it was satisfactory to get subscribers at 90 with interest at the rate of 4 per cent. per annum, in view of the condition of the money market in London.

FIRE AT OWANI-MURA.

On the 7th inst., some 60 houses were destroyed by fire at Owani-mura, Ananmi Tsuru district, Ohmori prefecture. It was found that the fire originated in the action of a man named Yamamura Tetsuo, who murdered his wife and set fire to his house for the purpose of concealing his crime. The man has been arrested.—*Kobe Chronicle*.

JAPAN'S COTTON IS BOOMING.

A great revival is reported in the cotton spinning industry of Japan at present (says the *Japan Herald*). The mills have been suffering from over-production for some months past and the state of inactivity in the Chinese market but lately large orders having been received from Hongkong and other points, which orders seem to be on the increase, the mills are in full working order. In some cases all night work is the rule. But as the price of cotton has advanced, they cannot make much profit. Some of them, however, have a large stock of cotton bought at reduced prices before the aforesaid deadlock set in. These concerns are, therefore, reaping a financial harvest.

EDUCATIONAL EXHIBITION AT OSAKA.

An exhibition of educational articles from all parts of the Empire, under the management of the Osaka Educational Society, was opened at Osaka on the 8th inst. in connection with the celebration of the 1,500th anniversary of the death of Emperor Nintoku, and will be kept open till the 12th inst. Mr. Narutaki, the Mayor of Kobe City, has informed the faculties of the various elementary schools in Kobe that they may visit the Exhibition at their convenience.—*Kobe Chronicle*.

THE COAL TRADE.

During last month the export of coal from Shimonoseki amounted to 38,700 tons, representing ¥202,624 in value, in addition to that for use in ships' bunkers, which amounted to 4,900 tons, ¥24,000 in value. The shipment at Moji amounted to 62,650 tons, valued at ¥293,279. The Shimonoseki branch of the Nippon Yusen Kaisha has bought coal for the steamers in the Company's fleet by public tender. The contract was made for coal for one year, 23,000 tons, to be delivered in a month.—*Kobe Chronicle*.

WHO SAYS FOREIGN ENTERPRISE HAS NO CHANCE?

From the *Japan Mail*.—A farmer in Akita possessed a tract of land covered with chestnut trees and valued at about a thousand yen. Immediately after the Revised Treaties went into operation, he was visited by an enterprising person, who told him that there was a keen demand on the part of Russia and China for timber to make railway sleepers, and that it would be easy to sell the chestnut grove for a hundred and fifty thousand yen. The delighted farmer begged for assistance to become thus unexpectedly rich and the visitor furnished all the necessary instruction. Finally, the two proceeded to Yokohama, and had two or three very pleasant dinners at one of the principal hotels there, in the company of an affable foreigner, who made minute inquiries about the chestnuts and finally agreed to buy. Then he and his Japanese friend suddenly disappeared from the scene, and the farmer found himself poorer by about four thousand yen, which he had disbursed, at the instance of his exploiters, to defray preliminary expenses. That is the form which the first partnerships between foreigners and Japanese have taken. There are also some gentlemen travelling round in search of forests to make tea-boxes. They are prepared to offer magnificent prices. No one was quite wise enough to foresee this result of Treaty Revision. But who is the adroit foreigner? The *Mail* facetiously heads the above with:—"First combination of Japanese and foreigners under the new Treaties."

WILD DAY IN KOBE.

A HURRICANE OF 62 MILES AN HOUR.
Kobe, 8th September.
We have had another wild day in Kobe and old residents say this record of three typhoons within a month beats all within their recollection. The rain—thick, constant, heavy—we have had for about fifty hours without intermission. The wind storm did not start till this forenoon, and as we write at four in the afternoon the sun is again in the heavens and the hurricane has died away to a calm. The barometer began to fall in the early morning, although warning of an approaching storm had been posted yesterday. The mercury fell slowly all the morning till about nine, when it came down with a rush and the wind quickly gathered force. The lowest reading was at one o'clock in the afternoon when the strength of the wind was at its greatest—62 miles per hour. From the appearance of the streets in the settlement one might suppose that the wind had more power in it than any previous blow in recent years. Trees of quite a number of years' growth have been levelled and every thoroughfare which has its trees is strewn with branches and trophies of the triumph of the 62-mile breeze. The sheets of rain which accompanied the wind kept the drains like roaring floods all the day and the streets like the best fish bays. There is however no serious damage to report. The direction of the wind was fortunately from the north so that the shipping at no time ran any risk of the *Argyll* fate. Apart from minor collapses the only noticeable destruction is the smash-up of the ornaments of the Kobe hills painted white—a stroke of providence which the aesthetic people of this city will shed no tears over. Particulars from the Kobe Observatory are as follows:—
Lowest barometer: 741.4 mm. or 29.19 in. at 1 p.m.
Maximum velocity of Wind: N 27.7 m.p.s. or 62 miles p.h. at 1 p.m.
Max. temperature: 22.3 °C or 72.1 °F at 7 a.m.
JUNKS MISSING.
The large junks belonging to the Kiodou Hikiune Kaisha have drifted away in the wind through dragging their anchors. A steam launch has been sent from the Water Police Station to search for them and the launch belonging to the same Company has also been sent. The Kobe-Osaka liner *Hokutsin Maru* owned by Nakazono Sakurao of Nakamura Gumi, left Osaka this morning at 6 o'clock for this port, but has not appeared yet and the water police have been asked to search for her. The telegraph wires have been interrupted beyond Himeji since 11 a.m. to-day.

Among the damage reported later in the afternoon is the uprooting of some of the well-known pines near the residence of Bishop Foss. The 'Steeple of All Saints' Church has also suffered, the metal work being torn off in several places.—*Herald*.

CHARGE AGAINST A RUSSIAN NAVAL OFFICER.

A Tokyo dispatch to the *Osaka Mainichi* announces that on the 11th of July last, the Japanese police officials arrested at Fusan, Korea, Lieutenant Sudman, an officer of the Russian gunboat *Korveta*, for disorderly conduct in a Japanese restaurant there. A joint examination of the case by Russian and Japanese officials was recently held, and Mr. Heki, the Secretary in the Japanese Legation at Seoul, and the Russian Consul at Nagasaki, who conducted the examination of the Russian officer left Fusan on the 2nd inst. for Chemulpo and Nagasaki respectively. Mr. Heki arrived at Seoul on the 4th inst. and the Russian Consul arrived on the 3rd inst. and the result of the examination was reported to their respective Governments. The decision is not yet published.

FAILURE OF A SPINNING COMPANY.

The Tamashima Cotton Spinning Company in Okayama prefecture has been in financial straits for some time. According to the *Yushin Nippo*, the Konowiki, Omi, Fujimoto, Koto and other banks, who are the principal creditors, filed a petition to the Court on the 31st for the declaration of the bankruptcy of the spinning company, and judgment is to be given in the petition on the 17th inst. Messrs. David & Co. of Kobe, and some other cotton merchants who hold promissory notes, subsequently filed similar petitions against the spinning company. On the 2nd inst. the Company held a special general meeting of the shareholders and decided to dissolve the concern, and appointed liquidators, who arranged to sell at public auction on the 17th inst. the factories, machinery and ground of the premises of the Company, which were recently surrendered to the creditors.

AN ECHIGO OIL WELL.

The *Osaka Asahi* states that the No. 1 well at Kanada of the 20-a Petroleum Company in Echigo, which is now being sunk, showed signs of oil on the 20th ult., when a depth of 618 feet had been reached. The boring rod was taken out and the oil sprung up to a height of 42 feet with tremendous force. The flow was stopped and the well was sunk 18 feet deeper, when the oil sprung up 72 feet. Between the 29th and 30th ult. the oil was coming up every hour and a half, to a height of 18 to 24 feet. From the 31st, it began coming up every hour, reaching a height of 60 feet. The sight has attracted a large number of spectators.

THE BRITISH FLEET.

A portion of the British fleet, says the *Japan Gazette*, left on the 9th inst. for a cruise. It is understood that the whole fleet will reassemble at Kobe on the 15th inst.

TEETOTALISM IN THE ARMY.

A teetotal soldier systematically endeavours to set off his temperance against any failing which may distinguish him, and when blamed by his superior officer for a fault, imagines his abstinence should shield him. But fortunately the soldier abstainer shines over his non-abstaining comrade in so many respects, according to the General Secretary of the Army Temperance Association, that their officers must wish well to the Association. It is demonstrated to have produced a decrease in crime, and that the abstainers keep their health better than non-abstainers. On the latter point some doubt has been cast which the Rev. J. H. Bateson, the General Secretary, is anxious to remove, and in his report he urges it as "an extremely desirable" that statistics should be prepared for all sorts of statements are made with regard to the work of the Association in relation to diseases such as enteric fever and cholera. During recent months' adverse critics have made the most astounding statements with regard to the prevalence of enteric fever among members, but in no single instance has he seen these statements authoritatively substantiated. Such criticisms, he truly observes, are calculated to harm and to do a work which undoubtedly has been, and is, a great help to the army in the leading of steady and self-controlled lives. With regard to the question, and what is wanted are the true facts of the case, which Mr. Bateson hopes to be able, in the near future, to supply. But with regard to crime no room exists for diverse opinions; the statistics year after year show that the work of the Association has a most beneficial effect upon the army in relation to conduct. There are many who claim that the members of the Army Temperance Association are not only more trustworthy, better behaved, and healthier than their fellows, but that they are steadier men, their fellows. At all events they have better opportunities of obtaining employment on completion of their period of service with the colours, and that fact should have its effect on the roll of membership. Unfortunately, however, the pledge seems to be too lightly taken, to Mr. Bateson's great grief, and he warns soldiers that it is better not to sign the pledge than to sign it without the intention of keeping it. Many men do this on the principle better to have signed and broken than never to have signed at all. If, as Mr. Bateson says the members of the Association are by no means patterns of perfection, how can non-members be expected to approach within measurable distance of that happy condition? They will sign and drink, and drink and sign again, the operation forming a pleasant little diversion for the high-spirited, devil-may-care soldier and a subject for discussion among his comrades. At the same time Mr. Bateson wishes to have them understand that to sign a pledge is to take an oath or something very near to it, and he wants no signatures to his past-boards except of those men who mean to keep the pledge, sign. During the past year, it seems, the membership fell off—from 21,574 to 20,668. The chief reason for this diminution is said to be the North-Western Frontier Campaign. As was shown in the last annual report of the Association, the losses which the Association suffered in Corps which were on service, and which were moved in relief, caused a decrease in the average membership of 1,236. But that was not all. In the year prior to the campaign the monthly membership averaged 22,810, and in March 1897 was 22,987. This high membership during the first few months of 1897-8, before the outbreak of war, raised the average for the whole year, and produced the average membership of 21,574 for a year, showing only a decrease of 1,236. As a matter of fact, it is shown that the real loss suffered by the Association is in the difference between membership on the 31st March 1897, and the same date in 1898, namely, 2,623, the difference between 22,987 and 20,364. In the last annual report it was stated that "a decrease in the average membership of 1,236 members, as a result of the Frontier Campaign, was not so great as might have been expected; and all things taken into consideration, a total loss of 2,623 members is not considered excessive."—*Bombay Gazette*.

AN AUSTRALASIAN BOAT MISSING.

Still another veteran of the southern seas has gone with every soul that sailed in her. The Canadian Pacific Railroad steamer *Albatross* reported from New Zealand on her arrival at Victoria on August 10th that the brigantine *Enterprise*, the oldest and most historic craft of New Zealand, has made her last voyage. The *Enterprise* was launched in 1866 from a New South Wales shipyard, near Brisbane, of which she was the first production, her original commission being as a governor's yacht. She was a vessel of ninety-seven tons, a very smart sailer and handsomely equipped. Twenty or more years ago she entered the coasting trade, and it was in this she was engaged when she was lost.

The *Enterprise* left Dunedin on the 24th of June last for a three days' run to Timaru and nothing more has been heard of her, although both private and Government searches have been made. A series of fierce storms occurred shortly after her departure; and it is believed that she went down in one of those. Her skipper was Captain Aaron Maxwell, who had been in the service of a quarter of a century. Her crew numbered eighteen.

A FRENCH VIEW OF THE PHILIPPINE CAMPAIGN.

Mr. Jean Hess, the well-known French explorer, who has visited the Philippines for the *Figaro*, writes a long letter on the subject of the present war, dated Hongkong, June 20th. M. Hess considers that in the beginning the Americans regarded the Philippine campaign as a big "operation," worked by business men. It progressed favourably at first and seemed likely to be profitable, but whereas the power of the Spaniards had been properly estimated by the Americans, they failed to gauge correctly the Filipino's aspirations and his power of resistance. To overcome him, says M. Jean Hess, American gold does not suffice; American blood is necessary. He draws a comparison between the individual strength of the 40,000 American soldiers, their naval support, their well-fed condition, their superior arms, their means of procuring further munitions of war, and their possession of such a large troop of Filipino men, with the 15,000 troops of the Filipinos, men "of an inferior race," and ready to making their own powder by very primitive methods. M. Hess adds: "In this unequal struggle between the iron kettle and the earthenware pot, after four months of daily efforts, what have the Americans gained? What territory have they occupied?" He is sceptical regarding the chances of the Americans possessing much more in the near future, for, he says, the more the Americans advance the greater will be the difficulties they will meet.

JAPAN AT THE PHILADELPHIA CONFERENCE.

The Japanese Government has decided to appoint Mr. Uchida, the Consul at New York, to be the official representative of Japan at the Commercial Conference to be held in Philadelphia, and an instruction to that effect will be shortly issued.

THE FRENCH SOUDAN.

It was announced on the 21st ult. that Col. Klobb and Lieutenant Munier, of the French army, had been assassinated by natives in the French Soudan. It was stated that the officers mentioned were journeying across the continent to assume command of Captains Voulet and Chanoine's column, the last two named officers having been recalled for brutality towards the natives. It appears that Colonel Klobb and Lieutenant Munier, attended by a small escort, were catching up to Captains Voulet and Chanoine's force to arrest the offending officers, when Captain Voulet ordered a fusillade. Colonel Klobb and his lieutenant both fell dead, whereupon Captains Voulet and Chanoine fled to the bush for refuge. According to the latest advices the fugitive officers are being pursued by the Fourneau-Lamy expedition, which left Loango last year for Lake Chad. The Lamy expedition has since been massacred by the Turegas.

The news of the tragedy has occasioned deep pain among the French people, by many of whom the hope is expressed that Captain Voulet's act was one of madness brought about by his long sojourn in the tropics.

Further particulars show that Captain Voulet did not order the fatal fire until after having first consulted his companions, and after having sent written warning to Colonel Klobb of his intentions.

Captain Voulet, in the letter which he sent to Colonel Klobb, denounced the infamy of robbing his mission of the fruit of its efforts. He added that he had six hundred rifles under his command, which were ready to enforce respect for him and his mission.

NOTANDA.

CALENDAR.

SEPTEMBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.824
Thermometer 80.4
Humidity 77
Rainfall 8.33

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.76 29.70
Temperature 86 85
Humidity 85 72
Rainfall — —

TO-MORROW.
Wednesday, 20th September, 1899.
Chinese—17th of 8th moon of 25th year of Kwang-si.
Sun—Rises 5hr. 47min.
Sets 6hr. 2min.
High water—Morning 5hr. 18min.
Afternoon 5hr. 18min.
Low water—Morning 5hr. 41min.
Afternoon 5hr. 13min.

ANNIVERSARIES.
1835—The first steamer, the *Jardine*, arrived to ply on the Canton River.
1841—Battle of the Alma.
1857—Capture of Delhi.
P. & O. Company steamer *Singapore* lost on her voyage to Hakodate.
1871—Murder of Bishop Patteson at Santa Cruz.
1883—James Henry Logan, Customs Officer, tried at Canton for causing death of a Chinese boy at Honam, and convicted of manslaughter.

TO-MORROW.
Thursday, 21st September, 1899.
Chinese—17th of 8th moon of 25th year of Kwang-si.
Sun—Rises 5hr. 45min.
Sets 6hr. 2min.
High water—Morning 5hr. 18min.
Afternoon 5hr. 41min.
Low water—Morning 5hr. 28min.
Afternoon 5hr. 43min.

ANNIVERSARIES.
1716—Eruption of Volcano, Philippine Islands.
1832—Sir Walter Scott died.
1834—Lord Napier left Canton for Macao.
1853—The German brig *Greta* in charge of a prize crew of H.M.S. *Hargreaves* with 270 Russian prisoners of war, Prince Michaeloff arrived in Hongkong.

1876—Hongkong entered the Postal Union.
1884—Steamer *Albatross* founded in a typhoon, all hands but two lost.
1891—British barque *Cape City* capsized in Nagasaki Harbour.

1896—Decree issued by the Governor of the Philippines confiscating the property of the insurgents. American S.S. *Luzon* stranded at Voosong.
1897—Death of Mr. Geo. R. Lammer.
1898—Commodore D'Ea at Peking. Empress Dowager assumes power. Peace Commission holds its first sitting at Paris.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (China) to-morrow.
Australian (*Exeter*) to-morrow.
French (*Tonkin*) 20th inst.
Indian (*Catherine Apcar*) 26th inst.
American (*Doric*) 30th inst.
Canadian (*Empress of China*) 4th prox.
American (*Nippon Maru*) 10th prox.

The steamer *Catherine Apcar* from Calcutta, left Singapore for this port yesterday afternoon.

The N. C. I. steamer *Disago* left Singapore for this port to-day and is due here on or about the 27th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* from Hongkong 30th Aug. arrived at Vancouver, B.C. on Tuesday the 19th inst. at 5 p.m.

The steamer *Fulani Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port yesterday and is expected to arrive here on the 26th inst.

HONGKONG AND WHARF DOCK RETURNS.
Isle de Cuba at Kowloon Dock.
Isle de Taiwan
H.M.S. *Donau*
Felice
Legat
Joseph
Holius
Suez
Kiangpuk
D. Juan d'Austria Cosmopolitan
Talyan

PASSED THE CANAL.
Outward—25th August—*Glennis, Siam*.
Vladimir, 29th August—*Andalucia, S. Mary*.
Odessa, 1st September—*Benharis, Algiers*.
Bingo Maru, Omda, Tonkin, 5th September.
Glennis, 8th September—*Shanghai, Peking*.
Hills, 12th September—*Sydney*.
September—*Sanki Maru, Siberia, Spitzberg*.
Homeward—15th September, *Dimitri*.

Shipping.

Arrivals.
SERBIA, German steamer, 2,377, Ostermann, 19th Sept., Hamburg, 1st Aug., and Singapore 13th Sept., General—Siemssen & Co.
SEARA, British steamer, 2,677, Kellogg, 20th Sept., Singapore 13th Sept., Mitsui Bussan Kaisha.
NANYANG, German steamer, 983, Th. Lehmann, 9th Sept., Taiwanfoo and Amoy 18th Sept., General—Douglas, Laprak & Co.
KANAGAWA MARU, Japanese steamer, 3,613, John McKennie, 20th Sept., Yokohama via Kobe and Moji 9th Aug., General—Nippon Yusen Kaisha.
HONGKONG, French steamer, 827, Bastian, 20th Sept., Haiphong and Hoihow 19th Sept., General—A. R. Marty.
HERMES, Norwegian steamer, 849, J. C. Jensen, 20th Sept., Canton 20th Sept., General—C. E. & M. Co.

Clearances at the Harbour Office.
Bygdø, Norwegian str., for Canton.
Piccola, German str., for Foochow.
Samsul, British steam-launch, for Wuchow.
Kongnam, British str., for Canton.
Thales, British str., for Swatow.
Yokohama Maru, Japanese str., for Amoy.
Kwai Lun, British steam-launch, for Macao.
Carlisle City, British str., for Shanghai.
Scara, British str., for Hoihow.
Hailan, French str., for Hoihow.

Departures.
Sept. 20, *Indraji*, British str., for Singapore.
Sept. 20, *Orestes*, British str., for Shanghai.
Sept. 20, *Deuteras*, German str., for Hongkong.
Sept. 20, *Piccola*, German str., for Foochow.
Sept. 20, *Bygdø*, Norwegian str., for Canton.
Sept. 20, *Victoria*, British str., for Port Arthur.
Sept. 20, *Formosa*, British str., for Swatow.
Sept. 20, *Unifly*, Norwegian str., for Saigon.

Passengers—Arrived.
Per *Kanagawa Maru*, from Japan—2 Officers and 270 Japanese.

Departed.
Per *Sachsen*, for Shanghai from Bremen—Messrs. F. Schöck, E. Schaaf, Aschremer, and L. Luthen. From Antwerp—Mr. H. Vogel. From Southampton—Messrs. Squire, J. C. Kaye, Misses M. Nazer, Y. Youngson, J. McCarthy and E. E. Buller. From Genoa—Mrs. Mentz, Mrs. Muller, Messrs. Gust Kulzan, J. Puls, T. V. van Pelt, J. Stangier, J. Bunker, O. Mattiat, E. Witte, H. Meyer, H. Sandberg, A. von Krzyzch, H. Brückner, J. Breier, and Mrs. W. From Naples—Messrs. H. Gartner, R. Zenti, and Rev. A. M. Serranini. From Colombo—Mr. A. Weiss. From Singapore—Mr. Kee Shing. From Hongkong—Mrs. B. Blaschke, Mr. and Mrs. Sachs, Rev. W. H. Little, Misses J. Thyen, T. Bogliano, and A. Ploos van Amstel.

Per *Holencollern*, for Yokohama from Southampton—Mr. Y. Ray. From Singapore—Mr. Ross Park. From Hongkong—Mr. L. Suidter.

STEAMERS EXPECTED.

Names.	From.	Date.
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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. VIA AMOI, KOBE & YOKO- HAMA	TO-MORROW, 21st Sept., at Daylight.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WU-HAI-WEI, CHEFOO, CHIAUMUO, NAGASAKI, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	THURSDAY, 28th Sept., at Noon.
FUTAMI MARU J. Thom	KOBE and YOKOHAMA	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Hongkong, 18th September, 1899.

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
EGROT & GRANGE, rue Mathis, PARIS.

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

NOTICE.

IN THE MATTER OF TAN GEOK OO, ADMINISTRATOR TO THE ESTATE OF THE LATE TAN TOON, DECEASED, AND HITHERTO CARRYING ON THE BUSINESS OF MERCHANT UNDER THE STYLE OR CHOP HENG LEONG, SINGAPORE, DECEASED.

WHEREAS under a Commission Deed dated the 4th day of August, 1899, it was agreed by the Creditors or their representatives to accept 12% of their respective claims in full discharge of the debts and liabilities of the above-named debtor; AND WHEREAS it was further agreed to appoint the Under-signed, CHUA HOON LYE and TEY KENG PIOW to be Trustees under the said Commission.

NOTICE is hereby given that we shall be prepared to receive all claims and demands against the above-named debtor up to the 31st day of November, 1899, and any creditors who shall not have sent in their claims by such date shall be expunged from participating in the said Commission.

Dated at Sandakan, this 4th day of August, 1899.

[Sd.] CHUA HOON LYE,
In Chinese,
TEY KENG PIOW,
Trustees.

NOTICE.

NOTICE is hereby given that a MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRACY, on TUESDAY, the 26th day of September, 1899, at 12 o'clock Noon, for the purpose of considering applications from:—

(1) HARRY ALAN SHIRAZER for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat";

(2) BERNARD JONES for a Publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 192 and 194, Queen's Road East, under the sign of "The Eastern Hotel";

H. H. J. GOMPERTZ,

Acting Police Magistrate.

Hongkong, 19th September, 1899. [1199a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the rate of 6% per annum. The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th September, 1899. [1162a]

NOTICE.

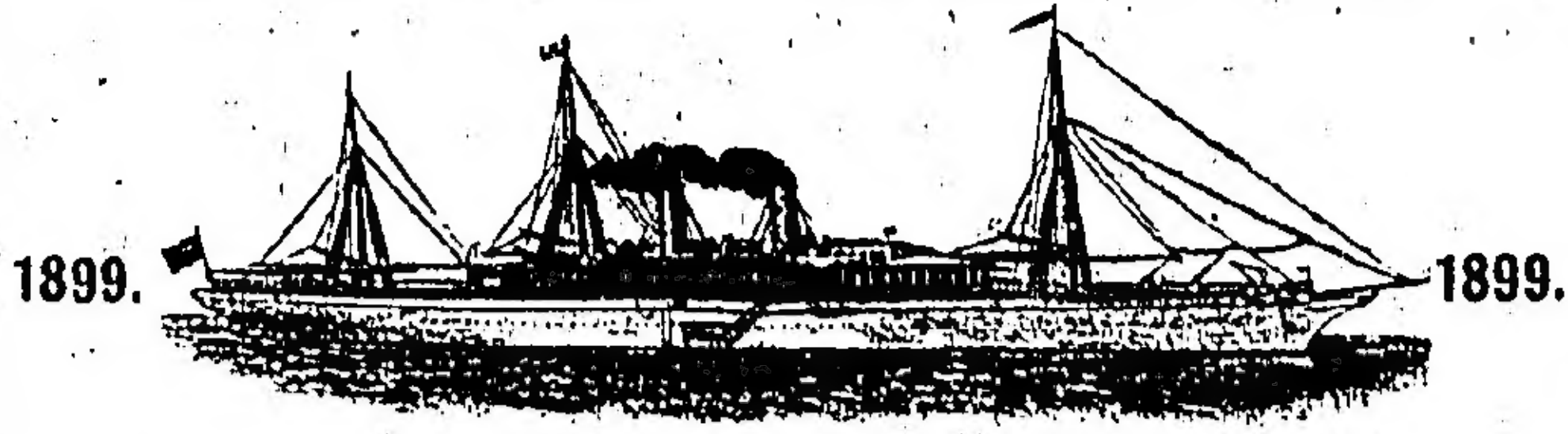
NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply to c/o This Office.

Hongkong, 18th August, 1899. [1048a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street, [3]

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 28th April, 1899. [12]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 19th September, 1899. [974a]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG	HAVRE and HAMBURG.	26th Sept.	Freight.
*SAVOIA	(LONDON with transshipment in HAMBURG)	About 11th Oct.	Freight and Passage.
Jäger	HAVRE and HAMBURG.	About 30th Oct.	Freight.
SERBIA	(LONDON with transshipment in HAMBURG)	About 5th Nov.	Freight and Passage.
Ostermann	HAVRE and HAMBURG.	About 15th Nov.	Freight.
HEIDELBERG	(LONDON with transshipment in HAMBURG)	About 15th Nov.	Freight.
Schüler	HAVRE and HAMBURG.	About 15th Nov.	Freight.
ANDALUSIA	(LONDON with transshipment in HAMBURG)	About 15th Nov.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra 1,346 about Oct. 15

Belgian King 1,379 about Oct. 31

Carmarthenshire 2,929 about Nov. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th September, 1899. [1133a]

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG	HAVRE and HAMBURG.	26th Sept.	Freight.
*SAVOIA	(LONDON with transshipment in HAMBURG)	About 11th Oct.	Freight and Passage.
Jäger	HAVRE and HAMBURG.	About 30th Oct.	Freight.
SERBIA	(LONDON with transshipment in HAMBURG)	About 5th Nov.	Freight and Passage.
Ostermann	HAVRE and HAMBURG.	About 15th Nov.	Freight.
HEIDELBERG	(LONDON with transshipment in HAMBURG)	About 15th Nov.	Freight.
Schüler	HAVRE and HAMBURG.	About 15th Nov.	Freight.
ANDALUSIA	(LONDON with transshipment in HAMBURG)	About 15th Nov.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th September, 1899. [12]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Wednesday 17th Oct.

Bayern Wednesday 18th Nov.

König Albert Wednesday 19th Dec.

Prinz Heinrich Wednesday 27th Dec.

Preussen Wednesday 10th Jan.

Karlruhe Wednesday 24th Jan.

Sachsen Wednesday 7th Feb.

Hamburg Wednesday 21st Feb.

Bayern Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Metz, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars apply to the Agents, MESSRS. WATKINS & Co., Hongkong.

Hongkong, 23rd September, 1899. [1166a]

THE MOSQUITO-MALARIA THEORY.

The following reference to the recently revived theory as to malaria being due to a certain variety of mosquito is from the *Literary Digest*.

The specialists who believe that the mosquito takes an active, if not a principal, part in the propagation of malaria are now urging that efforts be made to exterminate the disease in notoriously malarial districts by preventing the breeding of the objectionable insects therein. To the argument that malaria does not exist in some particularly mosquito-cursed districts, they reply that only certain species of the insect harbor the germs. In a recent lecture at University College, Liverpool, printed in *The British Medical Journal* (July 1st), Major Donald Ross, a surgeon in the British Army and a great authority on the subject, asserts his belief that the well known fact that malaria is lessened by proper drainage simply means that such drainage removes breeding-places for mosquitoes. He says:

"We can detect the dangerous species of mosquitoes in a given locality by a perfectly certain method, namely, by ascertaining whether the parasites of malaria will live in them or not. We can detect breeding-grounds by searching for their larvae. If the dangerous mosquitoes prove to be confined to the genus *Anopheles*, the problem will be much simplified, and it will be advisable to declare war against the whole genus. The larvae of this genus can be distinguished by any intelligent European by the fact that they float flat on the surface of the water, and the adults can be generally distinguished by their having spotted wings. In order to obliterate pools which breed dangerous mosquitoes, they must be filled up or drained away. As I have said, mosquitoes scarcely ever breed in large bodies of water, because these contain fish. To kill larvae in wells, some sulphate of iron must be sought for, but I think it unlikely that malaria-bearing insects often inhabit wells." To conclude then: It will be observed that the practicality of eradicating malaria in a locality by the extermination of the dangerous mosquitoes in it depends on a single question—do these mosquitoes breed in spots sufficiently isolated and rare to be dealt with by public measure of repression? I am afraid that it is impossible to give a final answer to this question as yet."

ELECTRIC TRAMWAYS.

Carnatic writes to *Indian Engineering* as follows:—No one who has seen the working of Electric Tramways, but must feel how great is their superiority over the old horse-power traction. In Madras the Electric Tramway system has secured an assured footing, and has evidently come to stay. The service is perfect. The turn of a handle starts the car in motion, and the load of 30 or 40 persons does not make the slightest difference. The speed is regulated to a nicety, and the motion is as smooth as when the car is at a standstill. The line is clean, is very pleasant. The car stops, or is slowed down, without any jarring, while the starting is done most gently. The first outlay is heavy, the line having to be laid with wooden block adjustments on each side of the rails, and kunkar ballast well-tamped between; while cross-over roads have to be metalled very carefully. But after the first outlay the business pays immensely, even when the overhead semaphore arms and wiring are included. The natives patronize the cars freely, and are always accorded separate seats, in virtue, I suppose, of our being representative of the conquering race, the others have to travel side by side without distinction. The conductor of each car is the driver, and an assistant ticket clerk is all the staff needed, with an occasional inspector, who moves about from car to car examining tickets, which are cheaply printed paper slips. For one rana and a quarter one can ride from one end of the city of Madras to the suburbs—about five miles. Very seldom, indeed, does anything get wrong with the gear, and then the next car comes along and pushes the disabled car to its destination. If the motor-car is the success recent experiments have proved it to be, it may supersede the more cumbersome gearing of the overhead Electric Tramway, but this is not going to be very soon. I think. The man who can manage to apply electric motive power to bicycle and tricycle, however, is the coming benefactor of the human race, for whom the granite already exists from which his monument will be carried and be sent down to posterity.

A LECTURE ON SNAKES.

The first of the series of lectures organised by the Wilson College Literary Society was delivered, recently, at the College Hall, Chowpatty, by Mr. E. H. Aitken, on "Snakes," the Rev. Dr. Mackichan presiding. Sir Lawrence Jenkins, the Chief Justice, and Lady Jenkins were among the audience, which was a large and representative one.

The lecturer commenced his lecture by describing the organism of the reptile in contradistinction to other lower forms of life; its anatomical structure and its habits of life; and illustrated the different points of its anatomy by amusing stories. Statements regarding the length of snakes varied. Some put it at 75 feet, whilst others at 200 feet. How they grew was a point which had never been settled, but to his knowledge they did grow up to 20 feet. His theory was that they grew, on all their life, and he humorously added that if they would they could grow enough to encircle the world. They fed on living creatures, monkeys and jackals being known as sometimes falling victims to their rapacity. Instances of cattle having been crushed to death and afterwards devoured by pythons had come to light, and the killing of rats, bandicoots, frogs and birds was of common occurrence. Popular superstition invested them with the power of fascination, which, the lecturer explained really consisted in their cunning device of feigning death and in suddenly pouncing upon their unsuspecting prey, which came near them. In the whole of India there were on record 264 species of snakes, of which 38 were of the venomous kind. Of the latter only four species were to be found in the Bombay Presidency. The lecturer then dwelt upon the popular remedies resorted to in this country for the cure of snake-bites, and remarked that two points, which required to be ever kept in mind in such an emergency, were to ascertain whether the snake that had bitten, was innocuous or venomous, and, if latter, to what extent the poison had been injected into the system. If these two points were carefully ascertained, many of the deaths, which occurred simply through fright, might be reversed.

The chairman in proposing a hearty vote of thanks to the lecturer remarked that the students of this country should have their attention drawn to subjects like the one treated of by Mr. Aitken. They had reached an era in the history of education in India when more and more importance was being attached to the cultivation of the science of observation. India displayed a wonderful amount of intel-

lectual power and stood in the front in the science of Philosophy and Metaphysics, but in the science of observation she had lagged behind the other parts of the world. But he was glad to find that there was a scientific revival of which they now saw many symptoms. The vote was passed, and a similar vote having been accorded to the chairman, the proceedings terminated.—*Bombay Gazette*.

SPURIOUS GOLD BARS.

It has been known for some time past, says *Capital*, that there was an illicit trade in gold bars going on between Calcutta and Burma, and we are glad to notice that one of the gang concerned in the trade has been arrested. As the case is still *sub-judice* we cannot yet comment upon it, but we may describe the system of fraud adopted which is as follows.—Certain persons have been in the practice of buying English gold bars imported by the Banks. These bars weigh 10 ounces each, and are beautifully moulded and polished; they contain less than 1.002 of alloy, and are certified by stamps impressing the name of the importing Bank in English and native character and some other marks. The persons alluded to have been in the habit of melting down these bars and remoulding them with added alloy, and re-stamping them in imitation of the original bars. The reproduced bars would, probably, not deceive any local dealers, but the gentle Burman, who has a great partiality for the yellow metal, appears to have entered the trap most conveniently, and has accepted these bars on the face value to a large extent. The profit to the false coiners is said to have amounted to about 8 annas per tola, or rather more than two per cent, and their operations have naturally interfered to a considerable extent with legitimate trade. We trust that the delinquent or delinquents now under arrest may be convicted and severely dealt with. As gold is purged by fire, so may we hope that illicit practices in the trade in gold may be purged by punishment severe enough to serve as a deterrent to future malpractices.

THE END OF THE WORLD.

A correspondent writes to the *Statesman*—An absurd idea has possessed the chetties or money lenders of Rangoon. By some means they derived the information that the world will come to an end some time in December, and they have stopped speculating, and are collecting their outstanding. Their action will affect the middlemen and small traders, against who, possibly, the device is directed.

INDIAN TROOPS FOR SOUTH AFRICA.

No authoritative information is available regarding the regiments which will be included in the force, but the following may possibly be employed:—The 19th Hussars, 5th Dragoon Guards, 11th Hussars, King's Royal Rifles, Connaught Rangers, Devonshire Regiment, Gordon Highlanders, Gloucestershire Regiment, and 6th Bengal Cavalry.

For Sale.

The New
GRANVILLE
AUTOMATIC
TYPE WRITER.
The best Machine for Office use, yet introduced.
STANDARD
KEY BOARD.
Price.....\$150.00.

Hongkong Agents:—
W. BREWER & Co.,
Queen's Road.
Hongkong, 18th September, 1899. [11974]

FOR SALE.
HOTEL BUSINESS IN NORTHERN PORT.
Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.
For further Particulars, apply in First Instance, by Letter to
G.A.W.V.,
Office of this Paper.
14th September, 1899. [11774]

To be Let.
TO LET.
SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 55, PEARL STREET.
OFFICES, 1st floor, No. 1, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [398a]

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
Apply to
c/o of this Office.
Hongkong, 17th May, 1899. [664a]

LETTER ALL COME TO
YEE CHUN'S STUDIO
at No. 10, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [592a]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
"DIAMANTE,"
Captain G. A. Taylor, will be despatched for the above port, on SATURDAY, the 23rd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th September, 1899. [1187a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.
THE Full-powered Steamship

"PISA,"
Captain Fendi, will be despatched as above on SATURDAY, the 23rd instant.

The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 11th September, 1899. [938a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 18th September, 1899. [1186a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1146a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"SARFEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.
THE New Steamship

"PING SUEY,"
Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st August, 1899. [1202a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARGVILL,"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON" At Intervals
S.S. "AFGHANISTAN"..... of 2 weeks.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [541a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"THALES,"
Captain Hall, will be despatched for the above Port, TO-MORROW, the 21st instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 20th September, 1899. [1195a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PYRRHUS,"
Captain Butt, will be despatched as above TO-MORROW, the 21st instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1899. [1093a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above on SATURDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th September, 1899. [1193a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on SATURDAY, the 23rd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1899. [1175a]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES'S BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD,
Watson's Building.

Apply to
LAENDLER & Co., Paris.

F. CAZANOVE,
BO O AUX,
GOLD MEDALS
Bordeaux, 1892. Paris, 1899.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOEA-KINA of Dr. GOLZ
CREME DE MANDARINE.
ATELINE ANISETTE SUPERFINE.

Apply to
LAENDLER & Co., Paris.

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time, being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [37]

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜGENS, EINSMANN & Co.
Hongkong, 11th September, 1896. [19]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

I now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

Consigners.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 14th September, 1899. [1310]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex S.S. *Rome*,
From Australia, ex S.S. *Oriental*,
From Persian Gulf, ex B.I. S. N. and B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 15th September, 1899. [1170]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, ex S.S. *Louisiana*,
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 19th September, 1899. [1194a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
General Manager.
Hongkong, 19th September, 1899. [1194a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, and THURSDAY, the 27th instant, at 9.30 A.M. All Claims must reach us before the 5th October, or they will not be recognised.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,
Agents.
Hongkong, 19th September, 1899. [1166a]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

Intimations.

MITSUI

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRES,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations of required.

NOTE ADDRESS TO PRAYA CENTRAL.

For full particulars apply to

W. STUART HARRISON,

Hongkong, 18th January, 1898.

The Share Market.

LATEST QUOTATIONS.

(September 20th.)

Banks.

Hongkong and Shanghai Banking Corporation

—347 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

£1 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—

£5.5 buyers.

National Bank of China, Ltd.—\$26.

Do. —\$26.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders Insurance Co., Limited—\$64.

North China Insurance Co., Ltd.—\$1.25.

Yantai Insurance Assoc., Ltd.—\$122.

Canton Insurance Office, Ltd.—\$150.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$335.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$31.

Indo-China Steam Navigation Company, Ltd.—

\$71.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$50.

China Mutual S. N. Co., Ltd.—(Preference)—

\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—£3

buyers.

Star Ferry Co., Ltd.—\$191.

Refineries.

China Sugar Refining Co., Ltd.—\$147.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$9.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Ton-

kin—\$240.

Queen Mines, Limited—\$50.

Jebeub Mining and Trading Co., Ltd.—\$132.

Raub Allain Gold Mining Co., Ltd.—\$63.

Olivers Freehold Mines, Ltd.—(A) \$11.

Olivers Freehold Mines, Ltd.—(B) \$7.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$270.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$98.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—

\$9.75.

Hongkong Land Investment and Agency Co.,

Ltd.—\$115.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$135.

Humphrey Estate and Finance Co., Ltd.—

\$101.

Miscellaneous.

Green Island Cement Co., Ltd.—\$30.

China-Borneo Co., Limited—\$101.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Geo. Fenwick & Co., Ltd.—\$24.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—

\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15.

Bells Asbestos Eastern Agency, Limited—£1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$65.

Ewo Cotton Spinning & W. Co., Ltd.—\$15.70.

International Cotton Mfg. Co., Ltd.—\$15.75.

Laou-kung-mow Cotton Spinning & Weaving

Co., Ltd.—\$15.75.

Soy Chee Cotton Spinning Co., Ltd.—\$15.350.

Yehlung Cotton Spinning Co., Ltd.—\$15.55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telegraph Address—"Rialto".

EXCHANGE.

Hongkong, 20th September.

ON LONDON, Telegraphic Transfer111

Bank Bills, on demand 1/11 5/10

Credits, 4 months' sight111

Dyments, 4 months' sight111

ON BERLIN, Bank Bills, on demand1.08

ON PARIS, Bank Bills, on demand2.45

Credits, 4 months' sight2.50

ON NEW YORK, Bank Bills, on demand47

Credits, 30 days' sight48

ON HONOLULU, Telegraphic Transfer144

On demand144

ON SHANGHAI, Telegraphic Transfer72

Private, 30 days' sight73

ON YOKOHAMA, T.T.44 per cent. prem.

Sovereigns, Bank's Buying Rate\$10.23

Gold Leaf 100 touch, per tael\$34.00

Bar Silver27 1/16

Dollars2 per cent. prem.

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HOTEL.

Mr. F. Adie

Mr. H. Aitken

Mr. W. H. Anderson

Mr. K. Andes

Mrs. John Angus

Mr. W. Armstrong

Mr. O. C. Arpe

Mr. H. Avery

Mr. W. S. Bailey

Mr. B. J. Barlow

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Mr. and Mrs. A. H.

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Mr. Frank Murison

Mr. E. O. Murphy

Mr. A. H. Myers

Mr. R. A. Naphegyi

Mr. Newton, F.W.

Mr. A. C. Van Nierop

Mr. I. J. O'Neill

Mr. W. Parfitt

Mr. P. C. Perry

Mr. F. T. Richards

Mr. S. J. Robbins

Mr. and Mrs. C. Robinson

Mr. H. Simmings

Mr. A. J. Hamilton

Mr. R. Snowdon

Mr. A. Spagnolo

Mr. S. S. Talinger

Mr. J. T. Thelange

Mr. C. Thomas

Mr. and Mrs. H. H.

Todd and family

Mr. A. Travel

Mr. B. T. Walling

Mr. and Mrs. A. W.

Whitton

Mr. and Mrs. Bagnall

Mr. Wild

Mrs. J. Williamson

Mr. W. J. Wright

VISITORS AT THE WINDSOR HOTEL.

Mr. Maron M. Bela

Mr. and Mrs. W. A. Broggs

Mrs. J. de Camille

Mr. Ernest Dade

Mr. and Mrs. J. Kennedy

Mr. H. Martin

Mr. W. D. Norton

Mr. and Mrs. Oria and

children

Mr. M. Pardo

Mr. and Mrs. David

Park

Mr. H. E. Young

Mr. H. F. R. Brayne

Mr. F. Bure

Mrs. F. G. Collins

Capt. van Corbach

Mr. G. H. Dann

Mr. and Mrs. W. H. T.

Davis and child

Mr. A. L. Denison

Mr. J. S. Ezeziel

Mr. R. M. Ezekiel

Mr. A. Forbes

Lt.-Col. A. R. Fraser

Colonel E. H. Georges

Staff-Surgeon and Mrs.

W. E. Home

Mr. H. J. Jeffries

Major G. R. St. John

CRAGIEBURN.

Rt. Rev. Bishop Burdon

Rev. F. Flynn, R.N.

Mrs. Horder

Hon. and Mrs. R. D.

Ormsby

Miss Ormsby

Mrs. A. L. Richardson

Mrs. Percy Rolfe and

son

Capt. C. B. Simmonds

R.A.

CANDIA, British steamer, 4,195, W. H. Haughton,

19th Sept.—London 30th July, and

Singapore 13th Sept., General—F. & O.

S. N. Co.

CARLISLE CITY, British steamer, 1,894, Thos.

Aitken, 7th Aug.—Moji and Aug., General—

Butterfield & Swire.

DIAMANTE, British steamer, 1,254, G. A.

Taylor, 17th Sept.—Manila 14th Sept.,

General—Shaw, Tomes & Co.

DOYO MARU, Japanese steamer, 1,301, K.

Wakihama, 19th Sept.—Japan 17th Sept.,

Coal—Nippon Yusen Kaisha.

EMPEROR OF JAPAN, British steamer, 5,904,

G. D. Bowles, R.N.R., 12th Sept.—Van-

couver 22nd Aug., and Shanghai 9th Sept.,

Mails and General—C. P. R. Co.

HAILAN, French steamer, 377, W. Bast, 15th

Sept.—Manila 12th Sept., General—A. R.

Marty.

HOIHAO, French steamer, 509, J. C. Gerard,

19th Sept.—Pakhoi and Hoihow 18th

Sept., General—A. R. Marty.

HONGKONG MARU, Japanese steamer, 3,185,

W. E. Filmer, 13th Sept.—San Francisco

17th Aug., and Shanghai 11th Sept., General—

J. S. Van Buren.

HUE, French steamer, 704, P. Merlees, 16th

Sept.—Haiphong and Hoihow 15th Sept.,

General—A. R. Marty.

KIANGNAN, Chinese steamer, 1,347, F. A.

Brissander, 19th Sept.—Canton 18th Sept.,

General—Kwong Wo.

KUMON, British steamer, 2,078, G. Payne,

19th Sept.—Calcutta via Penang and

Singapore 13th Sept., General—Jardine,

Matheson & Co.

LEGALPI, Spanish steamer, 565, Antonio

Tribar, 4th Sept.—Manila 1st Sept., General—

Order.

LOOSOX, British steamer, 1,020, J. B. Jackson,

15th Sept.—Bangkok 8th Sept., and Koh-

si-chang 9th, Rice and Timber—Butter-

field & Swire.

MACHEW, British steamer, 905, H. Breaton,

13th Sept.—Siam 12th Sept., General—